

A GUIDE TO TRANSPORTATION ENHANCEMENTS

Enhancing Americas Communities



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PHOTO CREDITS

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Acknowledgements

Acknowledgements: Bethaney Bacher, editor; Liz Parr, Hugh Morris, and Brian Yourish, contributors; additional content provided by the contacts listed for each case study.

Christie Carpenter and Karen Stewart, copy editors; Barbara Richey, designer. Thanks also to Harold Peaks and Danyell Diggs of the Federal Highway Administration for their guidance.

This material is based upon work supported by the Federal Highway Administration under cooperative agreement No. DTFH61-02-X-00055. Any opinions, findings, and conclusions or recommendations expressed in this publication are those of the authors and do not necessarily reflect the view of the Federal Highway Administration.

November 2002

Enhancing America's Communities

In 1991, the United States Congress created Transportation Enhancements (TE) through the Intermodal Surface Transportation Efficiency Act (ISTEA). The concept was simple: Transportation spending should focus on more than just roads. The country needed to invest in a more balanced, multi-modal approach to mobility and accessibility. The TE activities allow communities to develop projects that improve the quality of a community and enhance the travel experience for people traveling by all modes. TE has provided funding awards to more than 10,000 projects nationwide, helping communities protect scenic vistas, create bike paths, develop walkable downtowns and protect the environment.

To help communities attain social, cultural, aesthetic and environmental goals, every state must reserve at least 10 percent of its Surface Transportation Program funds for designated Transportation Enhancements activities. Under ISTEA, Congress made \$2.8 billion in TE funds available to states through the Federal Highway Administration (FHWA). In 1998, with the Transportation Equity Act for the 21st Century (TEA-21), Congress reaffirmed its commitment to enhancing communities by providing an additional \$3.6 billion through 2003. TEA-21 also broadened the types of projects eligible for the use of TE funds.

Communities derive a range of benefits from TE projects including economic stimulation, to improved transportation and community improvements. These types of benefits support the Federal Highway Administration's stated priority areas: safety,

environmental stewardship and streamlining, and mobility. The TE activities are an important element in FHWA's strategy in all of these areas.

Transportation Enhancements projects also reflect the focus of the FHWA in encouraging states to create projects that are sensitive to the land-use context where they are built. TE funds are available to develop a variety of project types and the usual small scale of these projects means that they fit well into large, small, rural and urban communities.

Transportation Enhancements projects create more choices for travel by providing funding for sidewalks, bike lanes and the conversion of abandoned railroad rights-of-way to trails. Communities may also use the program to revitalize local and regional economies by restoring historic buildings, renovating streetscapes or providing transportation museums and visitor centers. Many use the program to acquire, restore and preserve scenic or historic areas. The program is also used to aid in environmental stewardship and safety efforts by providing wildlife crossings and ensuring cleaner water with the treatment of stormwater run-off from roadways. As the number of TE projects continues to increase, it is clear that leaders, citizens and local governments want more from their transportation systems.

In 1991 implementing the newly introduced TE activities presented a challenge to federal, state and local partners. State programs have evolved since then and there is more information sharing among state practitioners.

This guide, in its second edition, is a

road map for navigating your way through the TE process. It will guide you through many of the challenges you may encounter. It starts with tips for meeting major requirements of the federal provision, continues with a discussion of state program characteristics and different approaches towards project application and management, and follows with an explanation of how to get a project on the ground, from start to finish. The 21 case studies provide examples of planning, managing and financing eligible projects. They also illustrate the economic and community benefits realized through investment in the projects. FHWA sponsored this publication to help you recognize the challenges, benefits, and opportunities that TE projects have brought to local communities.

Benefits

TRANSPORTATION ENHANCEMENTS:

- support context-sensitive solutions to transportation problems,
- foster safety, accessibility and environmental preservation,
- boost local economies,
- improve the transportation experience by strengthening multi-modal systems,
- increase partnerships between state and local agencies, and
- strengthen the public role in local and state transportation planning.



LINKING FEDERAL FUNDS TO COMMUNITY GOALS

Through 2003, the federal government will provide approximately \$620 million in TE funds to state transportation agencies each year. These agencies are required to set aside these funds for TE activities. In all 50 states, TE programs rely on communities and local governments to propose projects that improve local quality of life. Citizens should help generate ideas and opportunities for the use of these funds. State transportation agencies select from these proposals according to local, regional and state planning and funding priorities. Applicants for selected

projects become project sponsors and work with TE coordinators through the appropriate state and federal transportation agencies until projects are completed. About 15 cents of every dollar spent on gasoline taxes flows into the Highway Trust Fund (see Figure 1, The Lifecycle of an Enhancements Dollar). The Highway Trust Fund also receives revenue from diesel fuel, gasohol and truck user taxes. Money from this fund goes to the states as “federal aid” for highway programs. One of these programs is the Surface Transportation Program, which allows states to use highway funds for bicycle, pedestrian and transit projects.

To strengthen and encourage partnerships between state and regional agencies and increase the public role in transportation planning, Congress deliberately left the details of TE programs to the states. FHWA, the agency responsible for interpreting TEA-21, has issued guidance that applies to TE. Since the program was created in 1991 there has been experimentation, information exchange and learning. The federal government has strongly encouraged state agencies

To be *eligible* for federal aid, a *project* must:

- be one of the 12 designated TE activities, and
- relate to surface transportation.

to work closely with project sponsors—often local governments working with citizens’ groups who want to build TE projects. The challenges of balancing roles among federal, state and local partners are very real. Yet as the case studies show, the opportunities for community enhancement are tremendous and the benefits significant.

Meeting Federal Requirements for Eligibility

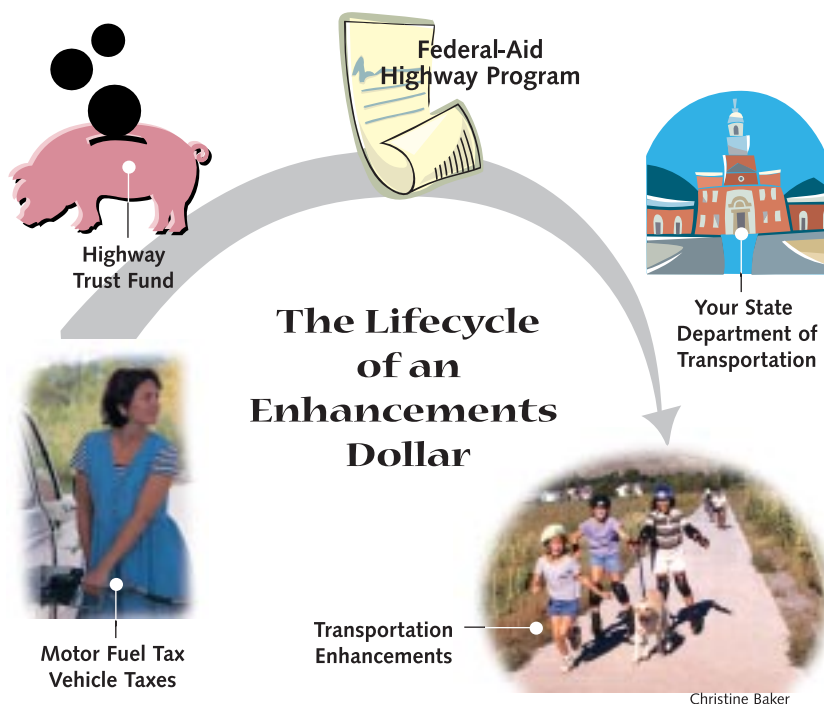


To sponsor a TE project in your community, you must know the federal and state rules for using federal-aid

funds. The federal government provides states with interpretive guidance and ensures their compliance with all relevant federal laws. A list of resources is provided on the inside back cover that may help you learn the rules.

As with other federal-aid funding, the federal government typically reimburses 80 percent of project costs. The project sponsor—a state, a local government or a non-governmental organization—pays the balance. A TE project must provide public access. It may be a “stand-alone” project, such as the Ben Schroeder Saddletree Factory in Indiana (p. 22), or it may be an addition to a larger statewide project such as the Virginia Civil War Trails (p. 26). TE funds are available for all phases of TE projects: planning, design, property acquisition, preliminary engineering, construction and management. Preference for funding various phases can vary from state to state. TE funds may not be used for routine maintenance or standard environmental mitigation.

FIGURE 1



12 Transportation Enhancements Activities

The following list of the 12 Transportation Enhancements activities includes project examples that illustrate each activity. This list is not comprehensive. Although the federal government provides guidance and ensures compliance, states are responsible for selecting projects. Contact your state TE coordinator to discuss specific eligibility practices in your state. For contact information, visit the Web site www.enhancements.org.

Pedestrian and Bicycle Facilities

New or reconstructed sidewalks, walkways, curb ramps, bike lane striping, wide paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges and underpasses.

Pedestrian and Bicycle Safety and Education Activities

Programs designed to encourage walking and bicycling by providing potential users with education and safety instruction through classes, pamphlets and signage.

Acquisition of Scenic or Historic Easements and Sites

Acquisition of scenic land easements, vistas and landscapes; purchase of buildings in historic districts or historic properties; preservation of farmland.

Scenic or Historic Highway Programs Including Tourist and Welcome Centers

Construction of turnouts, overlooks, visitor centers, viewing areas, designation signs and markers.

Landscaping and Scenic Beautification

Improvements such as street furniture, lighting, public art; landscaping along streets, historic highways, trails, interstates, waterfronts and gateways.

Historic Preservation

Preservation of buildings and facades in historic districts; restoration and reuse of historic buildings for transportation-related purposes; access improvements to historic sites and buildings.

Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities

Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels and bridges.

Conversion of Abandoned Railway Corridors to Trails

Acquiring railroad rights-of-way; planning, designing and constructing multi-use trails; developing rail-with-trail projects; purchasing unused railroad property for reuse.

Control and Removal of Outdoor Advertising

Billboard inventories or removal of illegal and nonconforming billboards.

Archaeological Planning and Research

Research, preservation planning and interpretation; developing interpretive signs, exhibits and guides; inventories and surveys.

Environmental Mitigation of Runoff Pollution and Provision of Wildlife Connectivity

Runoff pollution studies, soil erosion controls, detention and sediment basins, river clean-ups and wildlife crossings.

Establishment of Transportation Museums

Construction of transportation museums, including the conversion of railroad stations or historic properties to museums with transportation themes and exhibits or the purchase of transportation-related artifacts.





MATCHING YOUR PROJECT WITH TRANSPORTATION ENHANCEMENTS ACTIVITIES



Start your TE process by matching your project with at least one of the 12 Transportation Enhancements activities specified in TEA-21. Develop TE projects that serve community needs and have sound planning goals. Design projects that are sensitive to the context into which they will be placed. Projects often combine multiple transportation enhancements activities, strengthen local partnerships through fundraising, support multiple objectives and increase local and regional transportation access.

The Transportation Enhancements projects described in this publication illustrate these multiple goals. For example, Pennsylvania's Great Allegheny Passage project (p. 16) obtained \$24 million in public and private funds, in addition to the TE funds, through state and local partnerships. The Senetac Canyon and Cienega acquisition (p. 19) preserves a scenic viewshed of a state designated scenic highway in California while protecting an important wetland habitat. The restored La Posada Hotel in Winslow, Arizona (p. 12) is preserving a part of transportation history while revitalizing its surrounding community.

RELATING YOUR PROJECT TO TRANSPORTATION

Developing TE projects with a strong relationship to transportation is essential. The provision in TEA-21 reads, "transportation enhancement activities means, with respect to any project or the area served by the project, any of the following activities if such activity relates to surface transportation." (See page 3 for summarized definitions and examples of eligible activities.) A proposed TE project must demonstrate a relationship to surface transportation. This relationship must be clearly stated and supported in the project application.

The law also refers to a transportation project or the area served by a transportation project. If a highway project is involved, the TE activity may have a direct relationship to that project. For example, if the pollution caused by stormwater runoff from an existing highway contaminates an adjacent water resource, and a TE application includes a proposal to mitigate the pollution, then a clear relationship to the surface transportation system exists.

Given the nature of the list of eligible activities, a proposed TE activity does not have to be associated with a specific highway project to be eligible for funding. Case study examples which illustrate this point include the rehabilitation of historic train structures such as the Rock Island Depot (p. 18), the provision of a bicycle or pedestrian path such as the Greenway Trail (p. 32) or the establishment of a transportation museum, such as the North Carolina Transportation Museum (p. 30). In other words, the phrase "with respect to any project" may be helpful in establishing a transportation relationship, but is not the only way to establish that relationship.

Proximity to a highway facility alone is not sufficient to establish a relationship to

surface transportation. For example, a historic hotel that is adjacent to a particular highway facility may not be eligible for TE funds simply because of its location. Other factors related to this specific case would have to be taken into consideration and a relationship to surface transportation established. Conversely, a historic structure should not be disqualified from consideration because it is not adjacent to a particular federal-aid highway.

Additional discussion, beyond proximity, is needed in the TE project proposal to establish the relationship to surface transportation. If you have questions about eligibility, discuss them with your state TE coordinator. Where additional questions arise, closer coordination with the FHWA division office in your state may be helpful.

Your project does not have to provide a past or current transportation function to qualify as an eligible TE activity. For example, a scenic or historic site may have a relationship to transportation but may not function as a transportation facility. The function of the proposed facility can be a factor, but the absence of that factor should not automatically preclude consideration for possible funding.

The case studies will provide a better idea of the many ways TE activities relate to surface transportation.

Contacts

YOUR STATE TE COORDINATOR is responsible for providing guidance on the specific policies and procedures for your state.

THE FHWA DIVISION OFFICE in your state is responsible for administering the TE provisions of federal law and providing guidance to the state coordinators.

TO FIND CONTACT INFORMATION for TE coordinators in your state visit www.enhancements.org.

SETTING YOUR SIGHTS ABOVE AND BEYOND



Transportation Enhancements funds may not be used for maintenance, routine highway improvements or required environmental mitigation. Ask your state TE coordinator if there are special or additional laws or criteria in your state. As the case studies illustrate, TE requires creativity and innovation in planning, design and partnership development. Look to the case studies for ideas of how states have gone above and beyond the requirements. The Ionia County Road-Stream Crossing Inventory in Michigan (p. 23) involved partnerships among eight entities. In Colorado, sponsors of the Mineral Belt Trail (p. 21) reclaimed a Superfund sight. South Carolina's Gervais Streetscape project (p. 29) shows a community planning for what "could be" rather than limiting itself to "what is."

TE IS A FEDERAL-AID REIMBURSEMENT PROGRAM

The TE program is a federal-aid reimbursement program, not a grant program. Generally, the federal government pays 80 percent of a TE project cost. That amount is called the federal award. The project sponsor usually pays the balance; that amount is called the non-federal match. Usually, the project sponsor pays the associated project costs and submits a reimbursement request to the state transportation agency, which submits it to FHWA. Reimbursable project costs vary from state to state but usually include:

- ⌘ project feasibility, planning and engineering plans,
- ⌘ environmental reviews,
- ⌘ land acquisition, and
- ⌘ construction.

Under TEA-21, Congress allows innovative financing of TE projects, which are exceptions to standard federal-aid requirements. With the advance payment option, states may establish a process with FHWA to obtain payment in advance rather than reimburse project sponsors after they have paid the contractors. Other innovations

under TEA-21 allow states to:

- ⌘ use federal funding partners to provide the non-federal match,
- ⌘ accept in-kind donations of materials, services and private cash for the non-federal match,
- ⌘ calculate the non-federal match by a project, multiple projects or the entire TE program, or
- ⌘ fund 100 percent of a project's cost.

TEA-21 also encourages states to enter into contracts or cooperative agreements with youth conservation corps programs to participate in TE projects. This allows the TE program to meet more community needs by encouraging job training for youth and young adults.

These innovations serve as reminders that federal aid is becoming more flexible at both state and federal levels. Talk with your TE coordinator if you want to use these options. States employ these streamlined cost-sharing techniques at their discretion; perhaps state staff would be willing to try something new for your project.

Learning Your Way Around State Transportation Agencies

Though the federal statute describes eligible categories for the TE program with interpretive guidance from FHWA, state transportation agencies have most of the responsibility for TE. Each state devises its own application and selection process, establishes selection criteria, and adopts methods to streamline the development and management of projects. While no two TE state programs are exactly alike, each state program has seven characteristics you will want to be familiar with: eligibility, selection criteria, selection cycle, advisory committees, project implementation, innovative financing and streamlined project development. These features will help you comprehend the particulars of TE in your state. Refer to the case studies for more elaboration on these characteristics. Use them to discuss the details of TE in your state with your state coordinator.



STATE TE PROGRAMS: VARIATIONS ON A THEME

From state to state there are several consistent TE program features. Every state has a unique funding level for TE through 2003, based on a formula set in TEA-21. Each state has a TE coordinator who administers the program with oversight by a FHWA division staff person. Most state transportation agencies require a public entity with taxing authority to sponsor or endorse an applicant's project. In all states, any phase of a project that uses TE funds must comply with all state and federal requirements for developing and contracting transportation projects. Beyond these aspects, state approaches to programs vary. It is important to know exactly how your state TE program operates.

Your first step should be to understand your state program practices regarding eligibility. Some states combine the 12 categories of activities into fewer eligible groups such as nonmotorized transportation, scenic beautification, historic preservation and environmental mitigation. Other states include additional provisions or criteria that may limit funding of certain categories and projects.

Most states use selection criteria as decision-making tools. Some states screen for minimum or maximum award amounts per project or per sponsor during a given funding cycle. Many states prefer or require a non-federal "overmatch" of more than 20 percent. Other states provide the 20 percent non-federal match but also use additional local funds; this was the case for the James D.

Your project has a *better chance* if it:

- exceeds non-federal requirements,
- demonstrates strong local support,
- combines Transportation Enhancements activities,
- demonstrates compatibility with existing plans,
- meets a need or provides a benefit, and
- sets a realistic schedule and cost estimate, including contingencies.

Pfluger Bridge (p. 24) in Austin, Texas. To ensure projects contribute to local priorities and are feasible, states may use formal factors to score or rank applications. States also have different selection cycles. Some evaluate TE projects continuously, while others review and select projects quarterly, annually or biennially.

Most states have advisory committees with varying duties, composition and appointments. Governors or state agencies may appoint advisors. Some advisors represent non-governmental organizations or a variety of state agencies. Your chances of success as an applicant are improved if you are knowledgeable about the advisory committee in your state.

Advisory committee duties run the gamut from reviewing and evaluating project applications, to setting policy and giving final approval for selected projects.

Many states also involve their metropolitan planning organizations and rural districts in the selection process, and a handful of states delegate the selection process to a regional advisory committee.

States also vary widely on project implementation. Costs or phases reimbursable in one state may not be in another. Also, some states will fund only certain phases such as construction, or they will not fund some phases, such as preliminary design, or reimburse particular costs such as utility relocation. Innovative financing is another TE feature you should understand. Many states allow other agencies to contribute to the non-federal match and also will accept private in-kind donations. The North Carolina Transportation Museum case study (p. 30) illustrates how an in-kind donation of land and structures from the Southern Railway Company made the project possible.

All states develop projects in compliance with federal laws intended to protect human and natural resources. FHWA offers streamlined project development, or flexibility, in some of the review requirements. Many states use at least one or two of these streamlining measures. Most states process TE projects in a manner that avoids the more rigorous environmental impact reviews. Some states streamline project management requirements. The Bicycle Education and Enhancement Program (p. 20) in Philadelphia, Pennsylvania, and the Vestey Center project (p. 15) in Superior, Nebraska, are examples of state transportation agencies letting local governments manage their own TE projects. Streamlining can simplify paper-

work and shorten a project timeline. Refer to pages 8 and 9 and the case studies for more information about relevant laws and streamlining measures.

DEVELOPING A SUCCESSFUL TE APPLICATION



Now that you understand more about federal requirements and the basic characteristics of state programs, you are ready to think in more detail about how to fund a project in your community. Keep in mind that applying for TE funds is a competitive process. Learn as much as possible about your state program to smooth your way around any potential obstacles. It is recommended that you: clearly link your project to surface transportation, set and achieve fundraising goals for your non-federal match, make your project consistent with local plans, and promote your project to garner public and political support. As you move ahead, meet with key contacts in your local government. Solicit their advice and support to guide your project through the regional planning process. Expect the application process to take six to twelve months.

MAKING THE TRANSPORTATION LINK

Your TE application should present evidence showing how your project improves culture, aesthetics, the environment, the quality of life, and how it will enhance the surface transportation system. By describing these benefits, you will help transportation planners recognize what your community values. Maps and data are useful tools. Depict how your project enhances access to the local and regional transportation networks. Map your project site as a destination, if applicable, and relate it to other area destinations. Use relevant data to demonstrate potential benefits. Cite projections of population, tourism activity or growth indicators. Support the value of conservation and preservation projects with resource inventories for the project area. Cite comparable before and after studies or collect data to show the benefit of nonmotorized travel.



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REQUESTING PROJECT FUNDS

Be prepared to finance at least 20 percent of your project cost, but realize that states have considerable latitude. Consider the total annual state budget for TE. Note your state's non-federal match requirements. Double check all the financing and cost sharing innovations that your state uses. These measures may affect your project scope, cost and local match requirement, which also affect your fundraising strategy. If necessary, divide a large project into smaller phases, as with the ongoing Greenway Trail project (p. 32) in Tennessee.

Be sure your cost estimate accounts for contingencies, reflects inflation during the time to complete it, incorporates design

standards required in your state, and covers the cost of compliance. Estimates based on engineering and planning efforts may be more reliable.

TEA-21 gives states the option to allow the value of non-monetary contributions to be used toward the non-federal match. FHWA guidance explains that eligible contributions that can be considered toward the value of the non-federal match include professional services, local and state government services, materials, land and the cost of preliminary engineering. The guidance also explains that the value of project expenditures can contribute toward the non-federal match. Where the project expenditures are incurred prior to project approval, the value of the contribution may be considered toward the non-federal match.

Questions

Here are some useful questions to ask your state TE coordinator. Dial **1-888-388-NTEC** or visit **www.enhancements.org** for contact information.

- How well does my project fit one or more of the TE activities?
- Does this project relate to the surface transportation system?
- Do you have a copy of the application guidelines?
- What are the deadlines?
- Do you offer any TE workshops or seminars?
- What is the total state budget available for the next TE funding cycle?
- Does our state use any of the innovative financing measures?
- Do you have a copy of the regional and state transportation improvement plans?
- Does our state have an advisory committee?
- Who are the members?
- Do you have examples of successful TE applications from previous cycles?

RELATING YOUR PROJECT TO EXISTING PLANS



Because all federal transportation funds administered by FHWA flow through state agencies, the state selects most

TE projects, usually in competition with other proposed TE projects. Learn how your region and state staff and advisors evaluate proposals: You must address their criteria to be successful. Review your state TE program guidelines carefully and refer to your state's transportation planning documents. These documents are the 20-year Long-Range Plan (LRP) for transportation and the State Transportation Improvement Plan (STIP). If your proposed project is in an urban area, you may also refer to the Transportation Improvement Plan (TIP) prepared by the regional metropolitan planning organization. These documents provide the local context and priorities that your project must support. Priorities may include whether a project reduces the number of miles people travel in motorized vehicles, encourages compact land development or increases community livability. More basic concerns may include whether a project provides for a long-term maintenance commitment, has obtained right-of-way clearance and ensures alternative funding options.

Checklist

for putting it all together

Be sure to include all elements of the application the state requests.

- ✓ Provide a clear statement demonstrating the transportation link.
- ✓ Describe each TE activity.
- ✓ Define a scope of work and include preliminary studies, and land acquisition or construction
- ✓ Include a workplan with a timeline.
- ✓ Include a budget for the scope of work.
- ✓ Identify the source of the matching funds with a letter verifying their availability.
- ✓ Explain how the community would benefit from the project.
- ✓ Include letters of support, minutes from public meetings and newspaper clips about the project.
- ✓ If available, include photographs of the site, preliminary sketches or plans.
- ✓ Include a plan for project maintenance.



PROMOTING YOUR PROJECT TO RALLY SUPPORT

The broader the support you develop among professionals, elected officials and residents, the more likely your proposed project will be successful. Seek the early involvement and endorsement of your metropolitan planning organization or equivalent. Conduct and document public meetings with area residents. Inform the media of your project and invite them to your site and to public events. Obtain as many letters of support as possible from both local and statewide groups, elected officials and advisory boards. Find out who decides the final project approval and inform them about your project. You may wish to use all



promotions as an opportunity to raise additional contributions for the non-federal match.

WORKING AS A PROJECT SPONSOR TO IMPLEMENT YOUR PROJECT

When the state approves a project, the sponsor becomes responsible for implementing it. Completing a project involves working very closely with your state and federal TE coordinators. Count on at least a year or two of work, plus a considerable effort on your part. Educating yourself and communicating effectively with agency professionals really pays off, as it is essential to understand the details of state and federal procedures. If you find information confusing, ask your TE coordinator for help. The more you know about project development the less likely you are to lose time, momentum or funding.

Sponsors must work with their state agencies to ensure that their project meets applicable requirements for environmental and historical protection, acquiring rights-of-way and procurement. Sponsors must obtain specific permits, certifications and clearances to prove their project is in compliance. The sponsor must also arrange to pay all costs at the start, or agree to use advance payments. Exactly who does what work will vary from state to state and project to project, and may be negotiated between the state DOTs and sponsors.

Typical Project Development Process

TE PROJECTS HAVE SEVERAL STAGES that require time, effort and coordination. Depending on your project, these steps may be simple or complex and take more or less time. Transportation Enhancements, like other federal-aid projects, must comply with laws developed to protect human, environmental and cultural resources. FHWA has developed streamlining measures to simplify these requirements, given the small-scale, environment-friendly and community-based nature of TE projects. Familiarize yourself with federal streamlining measures and encourage your state to use as many measures as possible in developing your TE project. This section outlines major milestones of project development (see Figure 2). Bullets show when and what streamlining measures may be used to simplify the process. This is a typical example and specific procedures will vary from state to state and from project to project. While you can obtain a comprehensive packet of all FHWA guidance and streamlining information from NTEC, it is essential that you discuss specifics, including expected duration for each step, with your state TE coordinator.

1. Confirm project parameters. Once the state has approved your project for funding, you will discuss a project agreement with state personnel. The project budget and application — the basis for the project agreement — reflect the total level of federal funding. At this time you may refine the scope of work, plan to select a consultant, and discuss compliance provisions. This is also the right time to request successful examples of procurement and bid documents and to identify and discuss all the measures to streamline project development your state allows.

2. Sign an agreement. You establish a formal working relationship with your state agency when you sign a memorandum of understanding or agreement. As the sponsor, you agree to develop the project as described in the scope of work according to state and federal regulations and procedures. Find out how your state gives authorization(s) to proceed.

3. Choose a project manager. This person often coordinates the agency, sponsor(s) and consultants and facilitates the process to clarify a project's feasibility, costs, compliance and contracting. Depending on the state,

the manager may be a consultant or a local or state government employee.

4. Obtain environmental clearance. If you plan to spend TE funds on construction, the project may face several environmental reviews. The level of review depends on the environmental impacts and the streamlining measures your agency uses. Project sponsors are responsible for initiating the reviews and supplying information to appropriate agencies. Agencies may approve your checklist and documentation, or they may visit the site, conduct tests or request more documentation.

Environmental clearances may include:

→ Nationwide Programmatic Agreement. This agreement helps agencies and sponsors expedite impact reviews and processing to satisfy Historic Preservation Act Section 106 requirements.

→ Applying Section 4(f). This guidance lets states determine whether or not rigorous reviews required in Section 4(f) provisions apply to TE projects.

→ NEPA Requirements. TE projects that do not have significant environmental impacts are "categorically excluded" from federally mandated environmental review.

5. Plan and design the project. The process of completing an environmental document will affect the project design. The sponsor may assess resource impacts, hold public meetings on project planning and design, and ensure the final design plan complies with state and federal codes.

6. Obtain clearance of rights-of-way. TE projects must provide public access, and sponsors must hold the rights to the real estate for the project by deed, lease, easement, license, agreement or resolution. The right-of-way process may include the purchase of land or right-of-way and utility clearance. If you plan to acquire the property, you must not make an offer to the property owner until after you have received your environmental clearance and conducted a federally-approved appraisal.

Considerations for property acquisition:

→ Voluntary transactions under the Uniform Act. If the property owner is willing to sell, the purchase of property can be simplified.

→ Organizations exempt from Uniform Act requirements. Conservation organizations may use simplified requirements if they obtain environmental clearance before making an offer to purchase a property or do not act on behalf of the state.

7. Submit paperwork for design, procurement, bid and construction. Guidelines for construction and non-construction projects may differ. Assemble and submit your environmental clearance, final plans, permits, design certification and appropriate clearances. Although standards vary from state to state, you will need the agency's approval before you break ground. In general, agencies cannot increase sponsor funding, so your cost estimates must be accurate. Think about lower-cost alternatives and include these as "bid alternates."

8. Invite bids for projects. Procedures for procurement and bid invitations may vary with the project scope, cost and the state. If all your bids come in high, you may have to re-bid.

Bid considerations include:

→ Contracting and bidding under the Common Rule. If TE projects are outside the highway right-of-way, states may skip federal requirements for competitive bidding and use state procurement practices.

→ Applying Davis-Bacon minimum-wage requirements. For TE projects costing less than \$2,000 or not linked to federal-aid right-of-way, states may bypass prevailing wage payments. This allows agencies to use staff, volunteers or youth conservation corps.

9. Select a contractor. After you have received bids, ask your TE coordinator for agreement to award the contract, then sign a contract. The sponsor may perform this work or contract it out. Some states encourage or even require contractors to be on a state list of "pre-qualified" consultants who understand federal-aid requirements.

10. Invoice completed work and receive reimbursement. During all phases, the sponsor must keep detailed records to claim reimbursement. In some states, the agency provides front-end financing for a project, including the sponsor's non-federal match. Typically, as contractors complete work and submit the bills, the state agency reimburses at the percentage stated in the agreement.

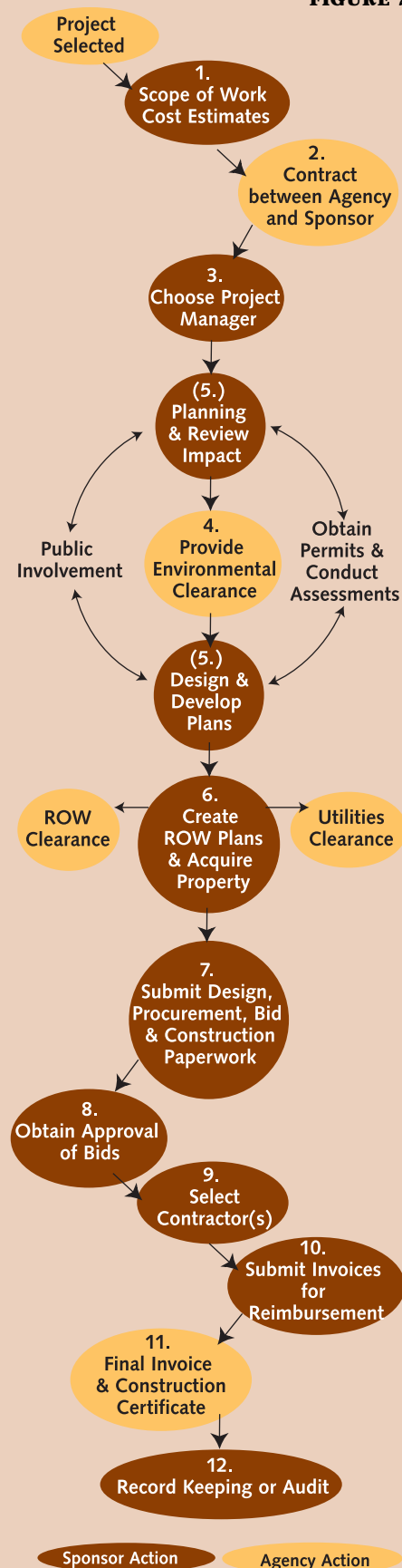
Advance payment may be an option. If your state establishes a process with FHWA, it can secure payment in advance rather than reimburse you after you have paid the non-federal match. Expect the state to limit funds to amounts needed for prompt payment and to follow a payment schedule.

11. Obtain construction certificate. Your last invoice and report should include a certification to verify the project has been constructed as designed and approved according to state and federal guidelines and requirements. This certification should follow construction but occur before the final invoices are processed.

12. Record-keeping and audit. The audit requirements depend on the total federal funding. Be sure to keep good records, identifying the source and application of project funds. Only direct project costs are eligible. The state may require the sponsor organization's financial statements and may request a certified independent audit.

13. Celebrate your project. Publicly thank all the decision makers for their support. Ribbon-cutting ceremonies with the media present can help foster continued support for your project. Give elected officials the opportunity to bask in the publicity of a popular community project.

FIGURE 2



Source: Adapted from Vermont Agency of Transportation

Putting the TE Program Into Action

“In my career as a city council member, mayor, Member of Congress, businessperson, Secretary of Commerce, and now Secretary of Transportation, I have time and again seen the power of transportation improve the economic condition of neighborhoods and communities of all backgrounds.”

— Norman Y. Mineta, U.S. Secretary of Transportation.

Transportation Enhancements projects have enabled numerous communities to realize the economic and social benefits that result from their efforts and investment.

Transportation Enhancements allow governments to support communities that want to preserve their best qualities and grow in keeping with their values. The following case studies illustrate many of the best TE projects around the nation and highlight their economic and community benefits. The case studies were selected from over 50 nominations, all innovative and worthy contenders.

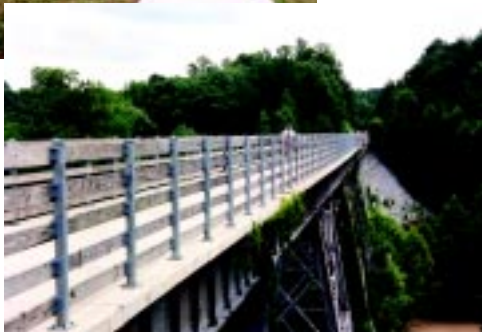
The projects selected were those that distinguished themselves through demonstrated benefits to the community. These projects create a representative picture of the TE activities. They demonstrate projects from all 12 TE activities from urban, suburban, and rural settings across the nation.

These case studies are highly representative – individually and as a whole – of Transportation Enhancements. These stories are meant to inspire you to build projects that enhance communities and the experience of traveling in the United States.

PRESERVATION OF ABANDONED RAILWAY CORRIDORS

Silver Comet Trail

COBB, PAULDING AND POLK COUNTIES, GEORGIA



The Silver Comet Trail, one of the most popular spots in northwest Georgia for outdoor recreation and bicycle commuting, sprouted from an abandoned rail corridor between Atlanta and the Alabama state line. In the early 1990s, a group of private citizens and nonprofit organizations, including the PATH Foundation and the Georgia Rails to Trails Society, spearheaded the development of the trail, working with the Georgia Department of Transportation (GDOT), the Georgia Department of Natural Resources and the three counties adjacent to the trail: Cobb, Paulding and Polk.

RELATIONSHIP TO SURFACE TRANSPORTATION

The railroad corridor, now occupied by the rail-trail, was built by the Seaboard Railroad between 1897 and 1903. The rail line was used for freight transport until 1947 when the shiny Silver Comet passenger train was introduced. For over 20 years the Silver Comet raced up and down the corridor carrying passengers and mail from Boston to Birmingham. The Seaboard Railroad discontinued its Silver Comet service in 1969, marking the end of luxury rail service to many southern cities.



In 1992, GDOT purchased the 57-mile corridor from CSX for \$5.8 million. There are currently 38 continuous miles of open trail from Smyrna to Rockmart and an additional 20 miles in the planning and construction phases. When complete, the Silver Comet will travel through three counties in Georgia to the Alabama state line and connect with the Chief Ladiga Trail in Cleburne County, Alabama. Transportation Enhancements (TE) funds have played a key role in the development and construction of the rail-trail.

The presence of the trail has encouraged an increasing number of commuters to bike to and from work, reducing the number of automobiles on congested roadways and improving Atlanta's air quality. Michael Clapp, one of the commuters on the Silver Comet Trail, said, "I have been using the Silver Comet to commute to work for over two years now. It's an excellent way to commute without having to mix with traffic."

ECONOMIC AND COMMUNITY BENEFITS

The Silver Comet Trail has brought new life to the economies of Cobb, Paulding and Polk Counties. New businesses are opening and connector trails have been constructed in subdivisions and local downtown areas providing direct access to the trail. Bike shops, such as the Silver Comet Depot, have opened in Cobb and Polk Counties offering bike or inline skate rentals for trail exploration.

Bike shops have also opened in Paulding for trail users interested in purchasing bikes and accessories. Visitors from all over Georgia, other states and countries are signing the guest registers at these trailside businesses.

The trail and its associated businesses are attracting a growing number of visitors to the town of Rockmart. Just one year after the Silver Comet began bringing trail users directly to its downtown, Mayor Curtis Lewis was quoted in the May 6, 2002, edition of *The Atlanta Journal-Constitution* as saying, "In the last 12 months, we've had more tourists than in the last 30 years. Before there wasn't anything to bring them here."

In addition, residential developers are recognizing the value of the Silver Comet Trail as an attraction for prospective homeowners. For example, a community of 322 homes is being constructed adjacent to the trail in Dallas, Georgia. The developer also plans to construct a community trail that will connect to the Silver Comet Trail.

Located in an area previously lacking recreation, bicycle and pedestrian facilities, the Silver Comet Trail has energized and united communities along its length. On weekdays the trail is used for bicycle commuting, and each weekend the trail comes alive with recreational users. The renewed sense of community that has developed from the trail's construction is revitalizing neighborhoods, renewing pride in the community and helping residents get acquainted with their neighbors. By preserving this abandoned rail corridor, the Silver Comet Trail is

protecting the natural environment while providing residents and visitors with a safe and accessible facility for recreation and non-motorized transportation.

FUNDING

Total Project Cost: \$13,500,000

Federal TE: \$9,359,000

Non-federal Match: \$4,141,000

CONTACTS

Ed McBryer, PATH Foundation,
404-875-7284, info@pathfoundation.org,
www.pathfoundation.org

David Jackson, Cobb County Department
of Transportation, 770-528-1660,
www.cobbdot.org

Ronda Britt, Georgia Department of
Transportation, 404-657-6914,
ronda.britt@dot.state.ga.us

La Posada Hotel

WINSLOW, ARIZONA

The Santa Fe Railroad and the Fred Harvey Company played a key role in developing the American southwest. The railroad encouraged travel while the Fred Harvey Company made the traveling experience more pleasurable by providing affordable quality meals at the legendary Harvey Houses. La Posada, one of several Harvey Houses located along the Santa Fe rail line, first opened its doors in 1930. It was designed by renowned architect Mary Colter to replicate a sprawling 1860s Spanish castle with 70 guest rooms, three dining rooms, and grand open public spaces. The hotel, owned by the Santa Fe Railroad, had its own depot and played host to a myriad of famous personalities including John Wayne, Clark Gable, Dorothy Lamour, Albert Einstein and Charles Lindbergh. Located between the Santa Fe Railroad and Route 66, Winslow, Arizona's La Posada was an oasis at the crossroads of rail and automobile travel.

In 1957, after years of declining rail travel, the Santa Fe Railroad closed La Posada. The museum-quality furnishings were auctioned off and the buildings were gutted and transformed into offices for the Santa Fe Railroad. By the late 1980s increasing maintenance costs prompted the Santa Fe Railroad to announce their intent to sell La Posada. The dedicated work of area preservationists to save the historic railroad hotel attracted the attention of the national historic preservation community. In 1994,

the National Trust for Historic Preservation placed La Posada on its list of endangered historic buildings where it came to the attention preservation-minded individuals. A combination of Transportation Enhancements (TE) funds and other innovative financing was used to purchase the hotel and restore its vast public spaces to their original grandeur. The 1997 restoration and reopening of La Posada revived Winslow, serving as a catalyst for preservation and reinvestment in the community.

RELATIONSHIP TO SURFACE TRANSPORTATION

Winslow, a railroad town from its beginning, was named after a former president of the Atlantic and Pacific Railroad. Freight trains still thunder through Winslow several times a day and Amtrak provides service to La Posada's depot, just like the Santa Fe Railroad during the hotel's golden age. As part of the purchase agreement, BNSF Railway, Santa Fe Railroad's successor, pays property utilities for the hotel in lieu of rent for office space. In addition, the hotel is accessible to Winslow's Lindbergh airport, Route 66, Interstate 40 and State Route 87.



ECONOMIC AND COMMUNITY BENEFITS

Downtown Winslow, like many Route 66 towns, effectively shut down when it was bypassed by Interstate 40 in the 1970s. All local commerce shifted to new mini-malls at the freeway off-ramps. There was little or no business downtown and many buildings lay empty. In the five years since La Posada was purchased, nearly every building in the downtown commercial core has been purchased, restored, or is currently undergoing renovation. With La Posada as the catalyst, the city of Winslow established a Historic Preservation Commission to write and implement the city's first preservation ordinance. The Chamber of Commerce and Visitor Center, which moved closer to the freeway along with everything else, is in the process of moving back downtown—unthinkable five years ago.

The restoration and reopening of La Posada has created more than 40 new jobs making the hotel Winslow's largest new employer in the last ten years. The hotel and restaurant will contribute \$10,000 in bed



taxes to be used for community enhancement, \$100,000 in payroll taxes and \$200,000 in sales taxes this year, representing a 30 percent increase over last year. Allan Affeldt, President of La Posada Hotel, LLC, estimates that the hotel will have \$2 million in 2002 sales, resulting in a local fiscal impact of more than \$5 million. The hotel restoration project is running on schedule and is nearly 60 percent completed. Future plans include refurbishing more guest rooms and opening a museum (within the hotel) in honor of La Posada architect Mary Colter, Harvey Houses, and the Santa Fe Railroad.

Building on the success of La Posada, the “Standin’ On the Corner” park was built in 1999 in downtown Winslow, near the intersection of Route 66. The park interprets the Jackson Browne and Glenn Frey song “Take It Easy,” featuring a two-story mural and life-sized bronze statue of a 1970s era man dressed in cowboy attire standing on the corner with a guitar at his feet. Thousands of visitors come to Winslow every year to stand on the famous corner and attend one of the festivals held in the park.

La Posada has given Winslow a renewed sense of pride in its railroad past as well as a new gathering place. The hotel is open to the public, who may take self-guided tours or stop at the hotel’s restaurant. La Posada is host to weddings, city meetings, the high school prom, regional conferences, antique and art shows, and even car shows. The “Last Great Railroad Hotel” is one example of how Transportation Enhancements funded projects can help preserve a region’s transportation past while serving as a catalyst for a community’s revival.

FUNDING

Total Project Cost: \$5,000,000

Federal TE: \$1,000,000

Non-federal Match: \$4,000,000

CONTACT

Allan Affeldt, La Posada Hotel, LLC,
928-289-4366, www.laposada.org

Keystone Ancient Forest Preserve

SAND SPRINGS, OKLAHOMA

The Keystone Ancient Forest Preserve is a 1,170-acre woodland site located 15 miles west of Tulsa, Oklahoma. The Oklahoma Department of Transportation secured Transportation Enhancements (TE) funds to purchase this unique natural area that provides a spectacular vista for travelers on US Highway 412. The city of Sand Springs, which now holds the deed to the property, is contracting with The Nature Conservancy to operate and maintain the preserve as a natural area. Site development is currently in the planning stages.

In addition to its scenic qualities, the preserve is a significant ecological site. It hosts an unparalleled concentration of ancient red cedar trees and the world’s oldest known post oak tree. Trees of both varieties are estimated to be more than 400 years old. Tree ring chronologies developed from the ancient post oaks on the site have assisted climatologists in estimating the climatic record of the past four centuries. One of the longest and most climatically sensitive post oak chronologies ever developed was derived from this site. The preserve is also home to the state’s largest known bald eagle roost.

RELATIONSHIP TO SURFACE TRANSPORTATION

The Keystone Ancient Forest Preserve provides a scenic backdrop for the 7 million motorists who travel US Highway 412 each year. The preserve offers motorists the same striking views of forested bluffs and rugged ravines that were enjoyed by travelers and

pioneers of westward expansion as they journeyed to the historic crossing of the Arkansas River.

COMMUNITY AND ECONOMIC BENEFITS

The acquisition of the Keystone Ancient Forest Preserve and the preservation of its ancient hardwood forest will provide recreational and educational opportunities to the communities surrounding the site. Several

universities, including Oklahoma State University and the University of Arkansas, have already visited and learned from this “living classroom.” Proposed development, which will be operated and



maintained by The Nature Conservancy, includes an interpretive center and a public hiking trail meant to attract visitors to the area. The ultimate goal of the Keystone Ancient Forest Preserve scenic acquisition is to ensure long-term visibility of biological systems on the site while providing a scenic backdrop to the traveling public on US Highway 412.

FUNDING

Total Project Cost: \$2,500,000

Federal TE: \$2,000,000

Non-federal Match: \$500,000

CONTACT

Richard Andrews, Oklahoma Department of Transportation, 405-521-2452,
randrews@odot.org

Mispillion River Greenway

MILFORD, DELAWARE

The transportation and economic history of Milford, Delaware, is tied to its location on the Mispillion River. In the 1770s Milford was home to a well-known and thriving ship building industry. By the 1920s declining timber resources and the increased use of rail for the transport of freight forced Milford's key industry to close.

In 1995, the city of Milford and its Department of Parks and Recreation received the first of several Transportation Enhancements (TE) awards for the construction of a multi-phased riverfront bicycle and pedestrian trail. Today, the one-mile long Mispillion River Greenway includes a 150-foot pedestrian and fishing bridge, brick-paved sidewalks and period lighting. The Greenway is revitalizing Milford as it draws residents out of their cars and onto the trail, providing new transportation options for downtown travel while encouraging reinvestment in the business district.

RELATIONSHIP TO SURFACE TRANSPORTATION

Prior to the Greenway, pedestrian travel within the downtown district was nearly impossible. As a result, one of the primary objectives of the city's revitalization plan was to increase opportunities for bicycle and pedestrian travel with the construction of pedestrian bridges and the greenway trail. The Mispillion River Greenway links both sides of the river and allows easy access to and from downtown office buildings, cafes, parks and residential areas.

ECONOMIC AND COMMUNITY BENEFITS

"Ten years ago downtown Milford and the Mispillion River could only be called an eyesore," says City Manager Richard Carmean. Downtown was host to vacant storefronts and a polluted river. The advent of TE inspired a concerned group of citizens to work with the city to develop a total

downtown revitalization plan. Several TE awards, used towards the construction of the greenway and downtown streetscape projects, make the city a scenic, mobility-friendly and pleasant place to live, work and visit.

The Greenway and related streetscape projects have inspired

downtown reinvestment. According to the Chamber of Commerce, Milford has demonstrated a net gain in new businesses with annual retail sales figures exceeding \$200 million over the last ten years. More than 250 people now work in downtown offices, stores and restaurants. The

Greenway and the growing downtown business district have attracted the attention of housing developers and national retail businesses. "Transportation Enhancements funding from the Delaware Department of Transportation played a major role in Milford's revitalization efforts," Carmean concludes. "If there is anywhere that owes its existence to government funding, it's our new downtown."

The Greenway project's riverside location necessitated the careful coordination between city, state and federal agencies. Because all partners were involved from the onset of the project, there were very few delays in the permitting, planning and construction process. The project has improved important ecological habitat including the river fishery.

As a former resident of Milford, Governor Ruth Ann Minner has been a strong proponent of the greenway project saying, "This project is the perfect example of how protections of greenways and public access to natural open space do not need to be mutually exclusive goals. The Mispillion River Greenway bicycle and pedestrian projects incorporates both goals...while also encouraging Delaware residents to maintain healthy lifestyles and use alternative forms of transportation."

FUNDING

Total Project Cost: \$1,542,298

Federal TE: \$1,296,496

Non-federal Match: \$245,802

CONTACT

Gary L. Emory, Milford Parks & Recreation Department, 302-422-1104

Richard Carmean, City of Milford, 302-422-6616, www.cityofmilford.com



CONSTRUCTION

Vestey Center

SUPERIOR, NEBRASKA

Thanks to an innovative financing package including Transportation Enhancements (TE) funds, the historic Leslie Hotel in Superior, Nebraska, was restored for use as a community center with senior citizen housing, a technology education center and transportation center. Now called the Vestey Center, the former hotel plays a valuable role in the lives of the community's older residents by providing vital social and transportation services.

TE funds were used to restore the former hotel's lobby, Terrazzo floors, staircases, doors, woodwork, walls and light fixtures. Funding from the U.S. Department of Housing and Urban Development Community Development Block Grant program and the U.S. Department of Agriculture Farmers Home Administration provided for further restoration, including the preservation of exterior art deco features and the conversion of the second and third floors to affordable elderly housing.

RELATIONSHIP TO SURFACE TRANSPORTATION

Historically used as a regional bus depot, the Vestey Center continues to serve as a transportation center for the city's seniors, who represent approximately 30 percent of Superior's population. Many seniors depend on the countywide elderly transportation service, Handi-bus, for travel to and from the Vestey Center for the Senior Noon Meals program, social activities, and shopping trips. The Handi-bus also takes seniors to medical appointments in Hastings, Nebraska, 60 miles away. In addition to providing transportation services for the residents of the Vestey Center, the Handi-bus also provides transportation for seniors still living on their own. These services are provided thanks to the cooperation of the Superior Community Corporation and the

Nuckolls County Senior Services Program.

The Vestey Center also serves as a trolley station for tours of the Superior Downtown Historic District, listed on the National Register of Historic Places.

ECONOMIC AND COMMUNITY BENEFITS

The Vestey Center, along with its collaborating agencies, provides vital services, housing, noon meals, senior programs and exercise groups for the older residents of Superior. The Vestey Center is within walking distance of a wide variety of stores in the historic business district, allowing mobile seniors the opportunity to shop on their own. Superior has discovered that combining housing with retail enhances economic development.

The three-story Vestey Center includes 14 apartments for seniors on fixed incomes. Senior housing is also available in a neighboring building. The Nuckolls County Senior Services Program, which operates out of the Vestey Center, runs the Noon Meals and Meals-on-Wheels programs. The Noon Meals program is offered seven days a week and currently provides more than 1,500 meals each month. In addition, the Vestey Center rents office space to a local insurance agency and will also provide space for the planned Superior Technology Education Center. When completed, the Technology Education Center will offer computer classes to the community at large.

The success of the Vestey Center has encouraged other community projects including planned renovations to the city auditorium, construction of a new library and the technology education center. Governor Mike Johanns remarks, "Superior has demonstrated how communities can

successfully blend the needs for historic preservation with steady community and economic development growth; (the) Vestey Center expanded housing and services for Superior's elderly residents, while preserving the integrity of the historic Leslie Hotel." Communities across the nation can look to the Vestey Center project as a successful model for the preservation of a city's historic past while meeting the transportation needs of its older residents.

FUNDING

Total Project Cost: \$1,045,000

Federal TE: \$112,395

Non-federal Match: \$932,605

CONTACTS

Sylvia Crilly, Superior Community Corporation, 402-879-4095

Kelly Seifried, Nuckolls County Senior Services, 402-879-4679



Great Allegheny Passage

PITTSBURGH, PENNSYLVANIA, TO CUMBERLAND, MARYLAND

With 100 continuous miles of trail open in Pennsylvania from McKeesport to Meyersdale and an additional 20 miles scattered throughout the Pittsburgh area, the Great Allegheny Passage is the longest multi-purpose rail-trail in the East. When the project is completed in 2005, the rail-trail will offer a total of 150 miles of non-motorized, nearly level trail between Pittsburgh, Pennsylvania, and Cumberland, Maryland, with a 52-mile spur to Pittsburgh International Airport. At Cumberland, the Great Allegheny Passage will link with the Chesapeake & Ohio Canal Towpath, creating a 300-mile off-road route between Pittsburgh and Washington, D.C.

The Great Allegheny Passage allows hikers, bicyclists, cross-country skiers and people with disabilities the opportunity to discover the region's spectacular river gorges, mountain vistas and sweeping cityscapes. The trail leads travelers through the Allegheny Mountains making use of refurbished railroad bridges and tunnels on their journey along waterways, unique rock formations and wildlife areas.

RELATIONSHIP TO SURFACE TRANSPORTATION

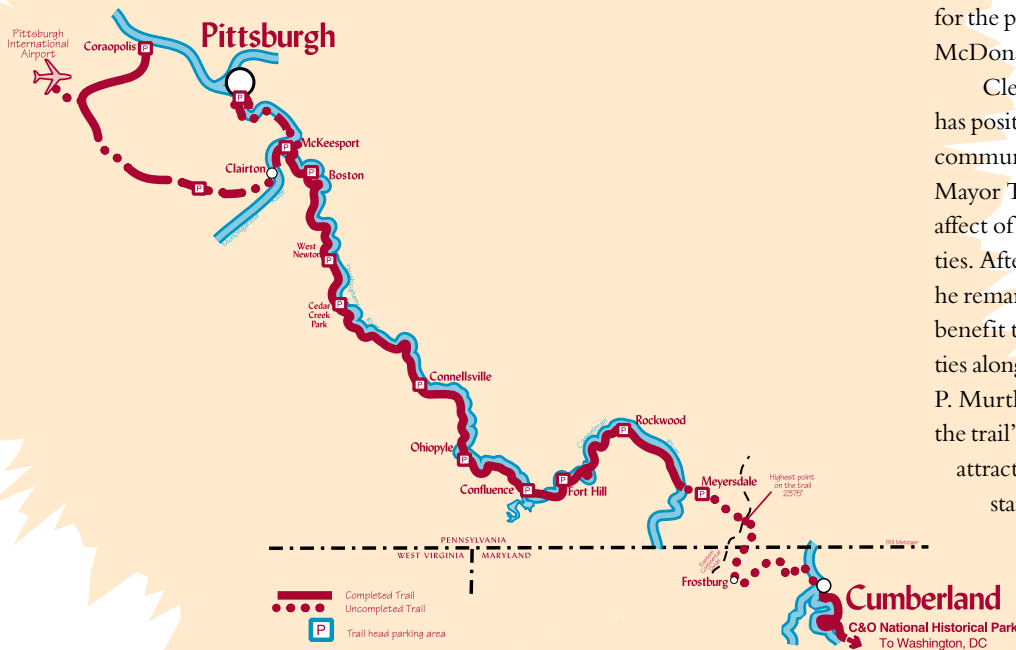
The tremendous support of elected officials, state and federal agencies, hundreds of volunteers and thousands of trail users has been crucial to the development of the Great

Allegheny Passage, a project similar in scale to an interstate highway project. A public-private partnership between the Pennsylvania Department of Transportation (PENNDOT) and the Allegheny Trail Alliance (ATA), a coalition of seven trail organizations in Southwestern Pennsylvania and Western Maryland, manages this comprehensive project and has significantly contributed to its success.

PENNDOT's progressive thinking, combined with more than \$17 million in Transportation Enhancements (TE) awards, facilitated the development of the former railroad corridors into the current rail-trail system. ATA President Linda Boxx reports, "When we needed complicated sections of trail completed the TE money was critical. Without it, the full trail network just would not happen." The Great Allegheny Passage, a destination unto itself, is also viewed as a



GREAT ALLEGHENY PASSAGE



major transportation corridor for the residents of Pennsylvania, West Virginia, Maryland and the District of Columbia.

ECONOMIC AND COMMUNITY BENEFITS

According to a 1998 ATA economic-impact study, the direct economic impact of the Great Allegheny Passage exceeded \$14 million a year – even though the trail was only half finished at that time. The study, based on surveys of trail users and local businesses, recorded more than 350,000 visitor trips on the trail each year with users spending \$12.01 to \$15.33 per person per trip. The study also estimated that trail users spent between \$5.4 and \$14.1 million near six trailheads. In addition, annual expenditures on bicycles and related equipment, attributable to the trail over the prior two years, were between \$8.9 and \$12.2 million. The study suggests a total, direct annualized impact of \$14.3 to \$26.5 million.

The rail corridors that once carried freight are now carrying thousands of rail-trail users through the cities and towns of Southwestern Pennsylvania. In the Allegheny County town of Boston, the high volume of trail users encouraged some local

residents to become entrepreneurs. In 1998, four new trail-oriented businesses opened in Boston, including bike rentals, restaurants, a bed-and-breakfast and a novelty shop.

In Confluence, one of the project's first trailhead towns, the trail has encouraged the development of several new businesses including three new restaurants, two new bed-and-breakfasts and a bicycle rental program at the local video store. In addition, several homes have been purchased and renovated by trail users, some as primary residences and others as vacation homes. As a result, real estate values in Confluence are increasing.

The ATA is providing additional assistance to communities along the trail by developing the Trail Towns program, an economic redevelopment program similar to the Main Street USA program. Trail Towns supports bicycle and pedestrian projects in an effort to encourage trail tourism. A \$50,000 grant from the Pennsylvania Department of Conservation and Natural Resources will help fund the program. Trail Towns awards matching grants to towns for crosswalks and other small bicycle and pedestrian improvements. The three towns currently selected

for the pilot program are Meyersdale, McDonald and West Newton.

Clearly, the Great Allegheny Passage has positively affected the economies of the communities it passes through. Pittsburgh Mayor Tom Murphy is already noticing the affect of the trail on surrounding communities. After riding most of the trail network, he remarked, "I was able to see first hand the benefit that this project brings to communities along the way." U.S. Congressman John P. Murtha (PA – 12th District) expounds on the trail's benefits, "The trail is already attracting a lot of people, and we're just starting to market it. It's a major asset for our region, not only because of the tourist dollars it's attracting but also because it's a key piece of our economic rebuilding efforts." Whether it

is a realtor advertising properties in close proximity to the Great Allegheny Passage Hiking and Biking Trail, a local restaurant installing bike racks for the convenience of its patrons, or a community-sponsored event centered around the trail, the trail network preserves a valuable transportation corridor while providing a wealth of benefits to communities along its way.

FUNDING

Total Project Cost: \$41,944,244
Federal TE: \$17,579,578
Non-federal Match: \$24,364,666

CONTACTS

Brett Hollern, Allegheny Trail Alliance,
814-445-1544, hollernb@co.somerset.pa.us

Allegheny Trail Alliance, 1-888-ATA-BIKE,
www.atatrail.org

Dan Accurti, Pennsylvania Department of Transportation, 717-783-2258,
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Rock Island Railroad Depot

LIBERAL, KANSAS

“All Aboard” is the call from the past that echoes through the recently restored Rock Island Railroad Depot complex in Liberal, Kansas. This was not the case in the late 1980s when the Southern Pacific Railroad, owner of the buildings, hauled a bulldozer into town to start demolition of the complex. Enthusiastic supporters of the Rock Island Railroad Depot halted the demolition. The city, with the help the community, raised money and secured state and federal funds to purchase and rehabilitate the facilities. Today, two former railroad buildings house offices, meeting rooms, a small museum and a restaurant.

During the later part of the nineteenth century, the Rock Island Railroad provided transportation services to Kansas City and points west. After a fire destroyed Liberal’s first depot in 1910, two Spanish mission style buildings were

constructed. The use of this style of architecture, found traditionally in buildings of the western United States, symbolizes the railroad’s role in opening up the West to cultural exchange and travel.

RELATIONSHIP TO SURFACE TRANSPORTATION

Passenger rail service through Liberal began to decline in the 1930s and passenger service was halted following World War II. The rail line has remained in continuous use for freight service since that time. The restoration of the Rock Island Railroad Depot helps preserve an important era in transportation history while continuing to serve as a focal point and gathering place for the community.



ECONOMIC AND COMMUNITY BENEFITS

Liberal combined the use of Transportation Enhancements (TE) funds for the depot renovation with community business and housing grants in an effort to revitalize the city. Recognized as a high-performance community by the Kansas Department of Commerce and Housing, Liberal received a 1998 Community Achievement Award. The award acknowledges the revitalization efforts in Liberal as an “outstanding example of economic and community development in the state.”

The Rock Island Railroad Depot complex also received the 2002 Award of Excellence from the Kansas Preservation Alliance and has become the cornerstone of the downtown business district in Liberal. The city of Liberal development offices were the first to occupy space in the depot building in 1998. The Liberal Chamber of Commerce moved in soon after. The depot has public meeting rooms decorated to evoke nostalgia for rail travel. One of the rooms serves as a mini-museum and is lined with railroad memorabilia, old photographs of railroad events from the past, as well as before-and-after pictures of the depot restoration project.

The renovation of the second building was completed in the fall of 2001. A local coffee house opened on the lower level and brought a much-needed restaurant to the downtown business district. Since opening, the restaurant has enjoyed brisk business and has already expanded its space. The city



leased the remaining section of the complex to the Veteran's Administration in July 2002. This service has been of great benefit to western Kansas; previously all veterans had to travel either to Wichita or Amarillo, Texas, to see a physician. This service has attracted more visitors to Liberal through the reuse of these treasured transportation facilities.

The Depot Heritage Foundation, a community advocacy group, was formed to facilitate community efforts to pursue the renovation of the complex for active use. The Depot Heritage Foundation, with the agreement of the city of Liberal, sought and received TE funds from the Kansas Department of Transportation. The group was also active in securing an additional \$530,000 through fundraising efforts and assisting the city in soliciting tenants for the space. One of the fundraising efforts included the sale of artist Steve Heckman's rendition of the depot in the 1930s. More than 200 signed prints were sold for \$200 each and funds were donated to the project. The community's efforts serve as a shining example of how a strong community advocacy group can bring a large renovation project to fruition.

FUNDING

Total Project Cost: \$3,100,000

Federal TE: \$2,325,000

Non-federal Match: \$775,000

CONTACT

Lori Hood, City of Liberal, 620-626-0156, handone@ptsi.net

Sentenac Canyon and Cienega

SAN DIEGO COUNTY, CALIFORNIA

In 1993, when a large parcel of land contiguous to the Anza-Borrego Desert State Park in San Diego County, California, was offered for sale, a group of determined conservationists sprang into action. Due to the heroic efforts of park officials and enthusiastic supporters including the Anza-Borrego Foundation (ABF), a private land trust dedicated to acquiring lands for the park, the scenic 884-acre Senetec Canyon and Cienega property was acquired with Transportation Enhancements (TE) funding in 1995. The property, a confluence of desert and wetland, boasts a rare freshwater wetland and riparian habitat and more than 55 species of birds including a federally-listed endangered species, the least Bell's vireo.

RELATIONSHIP TO SURFACE TRANSPORTATION

The Sentenac Canyon and Cienega property is located at Scissors Crossing, the intersection of two major transportation corridors: State Route 78 and County Road S-2. County Road S-2 is part of the Great Southern Overland Stage Route, a historic transportation corridor dating to the 1840s. Both roads are major routes to

and through Anza-Borrego Desert State Park, one of the largest contiguous state parks in the nation.

The land acquisition protects important wetland and riparian habitat adjacent to State Route 78 and County Road S-2 and preserves the scenic viewshed of a state-designated scenic highway and areas of historic and prehistoric cultural significance. The property also facilitates pedestrian and equestrian access to the Pacific Crest National Scenic Trail.

ECONOMIC AND COMMUNITY BENEFITS

The Anza-Borrego Desert Park is an extremely popular visitor destination in San Diego County, and economic benefits to the surrounding community are derived from more than 800,000 annual visitors. The acquisition of the Sentenac property protected the primary entrance to the park from inappropriate land development and preserved its pristine character. It also protected the land from the degradation it was suffering from cattle grazing, the spread of non-native vegetation and controlled burns.

The community benefits from the preservation of the resource and access provided to this unique landscape. Thus, the Sentenac Canyon and Cienega project preserves a travel corridor of the past while maintaining a valuable scenic vista for current-day travelers.

FUNDING

Total Project Cost: \$1,120,000

Federal TE: \$1,000,000

Non-federal Match: \$120,000

CONTACTS

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Bicycle Education Enhancement Program

PHILADELPHIA, PENNSYLVANIA

In response to growing numbers of students biking to school, the Philadelphia School District, in partnership with the Bicycle Coalition of the Delaware Valley and the Philadelphia Department of Streets, is using Transportation Enhancements (TE) funding for the Bicycle Education Enhancement Program (BEEP) at middle schools and high schools in the district.

The BEEP program consists of three components: installing bike racks and distributing safety pamphlets, helmets and locks; developing an integrated bicycle education curriculum as part of the existing physical education program; and establishing a program providing mini-grants for after-school bicycle clubs.



RELATIONSHIP TO SURFACE TRANSPORTATION

BEEP is providing facilities, knowledge, training and experience to allow Philadelphia school children to choose bicycling as a means of transportation for their current and future commutes. Students are being educated about the options available to them as bicyclists, such as integrating bike trips with transit, learning life-long skills for bicycling as well as transportation.

ECONOMIC AND COMMUNITY BENEFITS

Bicycling is an economically efficient mode of transportation, well suited to inner-city and lower-income travelers. The knowledge and skills imparted by BEEP enable participants to bike safely to school and to part-time jobs that may have otherwise been out of reach. The health and fitness benefits of bicycling are an added bonus for everyone.

There are 150,000 students in the Philadelphia School District responsible for their own transportation to school. Bicycle travel provides students school transportation plus the mobility and freedom to explore communities and become involved in their neighborhoods. BEEP participants are gaining valuable skills for increasing personal safety, traffic safety and bicycle maintenance that will enhance their experiences within the community.

One of the BEEP mini-grant recipients, Elverson Middle School, started an after-school training program. With additional fundraising, the after-school program was able to provide bicycles, locks, and safety flags for students involved. Students with the best



school attendance records were invited to participate in the program. They traveled to a local bicycle shop where they learned to assemble their own bikes with the assistance of professional mechanics. Participants then planned their riding routes with their new bikes.

By investing TE funds in youth-oriented bicycle education programs, the Philadelphia School District is making a long term investment in the future of the community and how its residents travel.

FUNDING

Total Project Cost: \$530,000

Federal TE: \$424,000

Non-federal Match: \$106,000

CONTACT

Marjorie Wuestner, School District of Philadelphia, 215-299-8906

Mineral Belt Trail

LEADVILLE, COLORADO

At an elevation of 10,400 feet above sea level, the Mineral Belt Trail (MBT) is one of the highest paved rail-trails in the country. The MBT was a challenge to developers because it is located within a Superfund site, a national historic district, a mining district with overlapping claims and an area of high topographic relief—all of this in a small community with limited financial resources.

In July 2000, seven years after the trail's groundbreaking, Leadville officially opened the Mineral Belt Trail, a 12.5-mile rail-trail through the town. The successful completion of the trail was the result of strong partnerships between Union Pacific Railroad Company, Colorado State Parks, Colorado Department of Transportation, U.S. Environmental Protection Agency (EPA), Asarco Mine, the town of Leadville, Lake County and private landowners.

Interesting features of the trail include the safe and legal access it provides to historic mining areas, panoramic views of Colorado's three highest peaks (including Mount Elbert, the state's highest mountain) and the trail's

use, sanctioned by the EPA, as an impervious cap over the old railroad corridor.

RELATIONSHIP TO SURFACE TRANSPORTATION

The MBT follows old railroad grades, some dating to 1884, once used to transport gold, silver and other minerals from area mines. The rail-trail also follows abandoned sections of the Denver & Rio Grand and Colorado Midland railroad corridors, which were largely responsible for opening the central Rocky Mountains to settlement.

Today, the Mineral Belt Trail passes through the historic town of Leadville linking three public schools, recreation areas, the public library, Colorado Mountain College, the National Mining Museum, the hospital and medical center and several churches. Transportation Enhancements (TE) funds were used for trail construction and the installation of a new bicycle and pedestrian bridge over a busy roadway. With connections to so many places in the

community, the rail-trail's transportation benefits are considerable, particularly to children who can now safely walk or bike to school on the trail rather than on area roads.

ECONOMIC AND COMMUNITY BENEFITS

Until recent years mining was the economic backbone for Leadville. The 1999 closure of the Asarco Mine was a devastating blow to Leadville's economy and community spirit. Realizing the need to redefine their community, Leadville residents rallied around the idea of the trail, focusing on the town's natural beauty, recreational opportunities and historic mining areas. The MBT draws tourists to the area year-round, boosting the economic viability of this former mining area. In the months following the trail's opening, Leadville reported a 19 percent increase in sales tax revenues. Owners of restaurants and lodging facilities report that they are serving customers who have come into town specifically to ride the trail. The MBT has helped Leadville prevent an economic recession by contributing to the town's revitalization efforts and successful development as a recreation and tourism destination.

FUNDING

Total Project Cost: \$2,570,000

Federal TE: \$194,000

Non-federal Match: \$2,376,000

CONTACT

Greater Leadville Area Chamber of Commerce, 1-800-933-3901, leadville@sni.net, www.leadvilleusa.com

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Ben Schroeder Saddletree Factory

MADISON, INDIANA

The Ben Schroeder Saddletree Factory in Madison, Indiana, serves as a rare, detailed reminder of a traditional craft industry in America. Saddletrees, the internal framework of a saddle, were constructed at the factory from 1878 to 1972. Demand for the wooden saddletrees grew in the mid-to-late 1800s with the California Gold Rush, the Civil War, and the settling of America's western territories. Saddles played a key role in American transportation history, supporting early travelers on their horseback journeys across town and country.

The factory's 1972 closure marked the end of the nation's oldest continually operated family-owned saddletree factory. The following year, Historic Madison, Inc., acquired the factory and all its contents with plans to reopen the facility as a museum and interpretive center. Preventive maintenance measures were taken throughout the 1970s and 1980s while various funding options were pursued. The actual restoration, rehabilitation and interpretation of

the Ben Schroeder Saddletree Factory began in 1996 when Historic Madison, Inc., received a Transportation Enhancements (TE) award for historic preservation.

RELATIONSHIP TO SURFACE TRANSPORTATION

Before saddletrees became Madison's manufacturing mainstay, the town was known for its boat-building industry along the Ohio and Mississippi River systems. Madison's saddletree makers had access to one of the world's most extensive river transportation networks and the state's first railroad line. The town's proximity to thriving saddle makers in Cincinnati, Ohio, and Louisville, Kentucky, gave its saddletree makers a marked advantage over the earlier saddletree manufacturing hubs in the eastern states.



BEFORE



AFTER

Well preserved shipping records and account books, catalogs, sales flyers and price lists from as early as 1879 tell the story of Schroeder saddletree sales: who bought them, how many and what kinds. These documents, written in English, Spanish and Portuguese, show how Schroeder saddletrees were marketed throughout the country and the world. By 1879, the Schroeder Factory produced and sold between 8,000 and 10,000 saddletrees a year. Saddletrees were shipped from Madison to Canada, Cuba and many South American countries. Well-established transportation networks on land and water helped deliver saddles to more remote areas where travel still depended on "horsepower."

ECONOMIC AND COMMUNITY BENEFITS

The Ben Schroeder Saddletree Factory enhances Madison's rich historical district with its unique snapshot of a traditional manufacturing facility. The factory and its contents were left undisturbed from the day the facility closed. Maintaining this context was critical to the restoration of the buildings and the interpretation of artifacts. Community support and public participation were key factors in the completion of the factory restoration project. Volunteers and interns cleaned, moved, and inventoried 15 to 20 tons of artifacts, designed exhibits, gave



C. 1880s

public presentations, conducted an oral history project and inventoried the Schroeder archival collection. The Schroeder home, located on the factory grounds, has also been restored and serves as an interpretive center with artifact displays, offices and gift shop.

Several hundred visitors, including school groups and heritage preservation tours from across the country, have toured the living history museum since its May 2002 opening. A tourism market study projects future annual visitation at 10,000 to 20,000, corresponding admission revenues would be from \$20,000 to \$60,000 annually. In addition, the Madison Area Convention and Visitors Bureau anticipates visitors to the museum will add \$1 million to the local economy annually.

All told, the restoration of the Ben Schroeder Saddletree Factory benefits the city of Madison as a reminder of its unique role in transportation history while enhancing the cultural and economic health of the community.

FUNDING

Total Project Cost: \$1,166,000

Federal TE: \$932,800

Non-federal Match: \$233,200

CONTACT

John Staicer, Historic Madison, Inc.,
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www.historicmadisoninc.com



Ionia County Road-Stream Crossing Study

IONIA COUNTY, MICHIGAN

Road-stream crossing features contribute varying amounts of sediment and non-point source pollutants to rivers and streams. In an effort to combat the influx of these types of pollutants, the Michigan Department of Transportation (MDOT) used federal Transportation Enhancements (TE) funds to support planning studies that inventory road-stream crossings in several locations throughout the state. These studies are used to prioritize funding for additional efforts to mitigate pollution from highway runoff.

One such inventory was the Ionia County Road Commission's planning inventory of all bridge and culvert road-stream crossings in the county. The study was intended as a preventative measure to highlight potential problem locations and increase reaction times in resolving water impairment issues. Field crews from a local university collected site data from more than 700 locations. The sites were ranked and the data was entered into a Geographic Information System (GIS) that included information on soils, land use, drains, school districts and road ratings. The project was the cooperative effort of several county agencies, MDOT, and Grand Valley State University.

RELATIONSHIP TO SURFACE TRANSPORTATION

The planning inventory has increased safety and protected watercourses from highway pollutants throughout Ionia County. It also enabled the county to develop strategies for addressing water quality problems and the maintenance and replacement of structures based on wear or age. Additionally, the inventory helped Ionia County plan the infrastructure alterations



necessary to accommodate road widening and/or increased drainage capacity. This will help avoid water pollution problems that may otherwise result from changes in land use.

ECONOMIC AND COMMUNITY BENEFITS

The information from the inventory has decreased the Ionia County Road Commission's response times to potential pollution runoff problems related to road-stream crossings. This equates to cost savings on travel and equipment disbursements for repairs and maintenance. The Ionia County Road Commission approximated the study saved \$1 million in future costs.

The community has benefited by establishing communication and cooperation with diverse county and statewide agencies for the exchange of digital information. This information sharing will aid in the event of a community emergency and in the efforts to plan for the prevention of such events.

FUNDING

Total Project Cost: \$51,958

TE Funding: \$32,481

Non-federal Match: \$19,477

CONTACTS

Wayne Schoonover, Ionia County Road Commission, 616-527-1700

James D. Pfluger, FAIA, Pedestrian/Bicycle Bridge

AUSTIN, TEXAS

The section of Colorado River through downtown Austin, Texas, known locally as Town Lake, is a hot spot for the city's steadily growing population of runners, walkers, and bicyclists. For more than 50 years, the elegant and historic Lamar Boulevard Bridge provided passage for these users — and a high volume of cars — across Town Lake. But when heavy traffic and narrow, often treacherous pedestrian walkways resulted in two fatal pedestrian/car accidents, the city of Austin resolved to improve the bridge crossing for all residents and applied for Transportation Enhancements (TE) funding in 1993.

After several years of study the city determined that it was not possible to preserve the Lamar Boulevard Bridge's historic qualities and safely accommodate pedestrians and vehicular traffic. Instead, TE funds, along with local bonds, were used to build a new pedestrian and bicycle bridge adjacent to the existing bridge. The James D. Pfluger,

FAIA, Pedestrian/Bicycle Bridge officially opened in June 2001 and provides a community gathering place and a facility for recreation and transportation.

RELATIONSHIP TO SURFACE TRANSPORTATION

In Austin, walking, running and bicycling are practical alternatives to commuting by car. The city's 191 parks and more than 70 miles of hike-and-bike trails, includes the Pfluger Bridge. These facilities have played a role in Austin's soaring population, which has increased 40 percent in the last 10 years. "This crossing (the Pfluger Bridge) complements our Austin lifestyle and creates both a recreational and commuter path over Town Lake," explains Mayor Kirk Watson. The new 700-foot-long bridge is fully accessible to people with disabilities, helps relieve traffic congestion and offers a safe travel alternative for Austin visitors and residents traveling by foot, wheelchair, stroller or bicycle.



ECONOMIC AND COMMUNITY BENEFITS

Partnerships and public involvement were crucial to the planning process and cost-effectiveness of the project. The design team developed an innovative partnering approach having engineers, architects, federal and state agencies, as well as Austin citizens, contribute to the project's vision. Citizen design ideas and concerns about aesthetics were incorporated in the bridge design. The successful result is a new transportation facility and an elegant new landmark. The techniques used to bring together the wide



range of stakeholders were novel for a municipal transportation project in Texas, but necessary to meet the tight schedule, budgets and project goals. The design team came up with a final product that made use of conventional materials in an innovative and cost-effective manner reducing project costs nearly \$500,000. Community service programs donated landscaping materials and labor to further reduce project cost.

The bridge and connecting trail system are expected to help spur the city's economic growth by providing easy access to businesses on both sides of Town Lake. Planned trail extensions will reach the site of a proposed multi-use public activity center and a new shopping area. Better pedestrian and bicyclist access to these sites will encourage economic development without increasing automobile traffic and congestion.

The city hosted a celebration in June 2001 to officially recognize the opening of the James D. Pfluger, FAIA, Pedestrian/Bicycle Bridge. The bridge was completed on schedule and within budget with few trail closures, traffic disruptions or adverse environmental impacts. The completed bridge serves thousands of people every day and fulfills community needs for recreation, safety, transportation and public gathering.

FUNDING

Total Project Cost: \$9,570,252
Federal TE: \$953,252
Non-federal Match: \$8,617,000

CONTACT

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Oklahoma Billboard Control and Removal Program

STATEWIDE

Half of the nation's state Departments of Transportation (DOTs) have utilized Transportation Enhancements (TE) funds for projects that have aided in the control and removal of outdoor advertising. The efforts of the Oklahoma DOT serve as a stellar example of putting TE funds to work in this area. Oklahoma has committed \$1 million in TE funds to develop the Billboard Control and Removal Program to assist in the regulation and enforcement of Oklahoma's Highway Beautification Act, a law intended to preserve the scenic character of federal-aid highways. Oklahoma has used the innovative financing option introduced in TEA-21 to fund 100 percent of the project's costs.

In order to better plan and prioritize billboard permitting and removal efforts, the Oklahoma DOT prepared a comprehensive inventory of permitted and non-permitted billboards throughout the state. As part of the program, consultants were hired to create an outdoor advertising inventory database that serves as a planning tool for the DOT. Consultants also manage the documentation and permitting of billboards in the state. The DOT uses law firms when necessary to aid in enforcement with nonconforming and illegal billboards.

RELATIONSHIP TO SURFACE TRANSPORTATION

The Oklahoma DOT's Billboard Control and Removal Program has resulted in the removal of several thousand nonconforming and illegal signs along federal-aid



highways throughout the state, thereby improving the scenic enjoyment of the traveling public and enhancing the travel experience along the highways of Oklahoma.

ECONOMIC AND COMMUNITY BENEFITS

There are approximately 4,300 permitted billboard structures along Oklahoma's highways. The use of consultants to develop and maintain the billboard database is a cost-effective way to plan and comply with the Highway Beautification Act. The inventory also helps ensure that the revenues from permitting fees are received by the state.

It is the intent that the public will have access to the database via the internet, thereby helping to regulate outdoor advertising in communities. Removing outdoor advertising has restored value to properties and improved community livability.

FUNDING

Total Project Cost: \$1,000,000
Federal TE: \$1,000,000
Non-federal Match: \$0

CONTACT

Richard Andrews, Oklahoma Department of Transportation, 405-521-2454, randrews@odot.org

Virginia Civil War Trails

STATEWIDE

Virginia's statewide Civil War site preservation initiative began in 1993 as a local effort to mark the route of General Robert E. Lee's retreat from Petersburg to Appomattox, Virginia. The nonprofit Virginia Civil War Trails, Inc., works with local governments, historians and tourism agencies to develop and maintain Civil War driving tours across the state. Today, there are six driving trails collectively known as Virginia Civil War Trails. A series of Transportation Enhancements (TE) awards have been used to help link and interpret 299 Civil War landmarks and historic buildings in 84 cities and counties throughout Virginia. TE-funded components include historical markers, roadside pull-offs, the acquisition of historic Civil War sites, detailed brochures,

maps and radio transmissions describing local Civil War events.

RELATIONSHIP TO SURFACE TRANSPORTATION

Mitch Bowman, Virginia Civil War Trails, Inc., describes a trail as "an interpreted, chronological progression along a historic road trace." Appropriately, the Virginia Civil War Trails make use of existing roadways, following the original routes used in Civil War campaigns in the northern, central, tidewater, southern and valley/mountain regions of Virginia. Portions of the driving tours are also designated as Virginia Scenic Byways.

Several historic sites in the driving tours also relate to rail and river transportation, as all available methods of surface transportation were used to transport supplies to Civil War troops. Virginia Civil War Trails also include bicycle and pedestrian facilities through historic town centers and state and national battlefield parks.

ECONOMIC AND COMMUNITY BENEFITS

The Virginia Civil War Trails have become one of the nation's premier heritage tourism destinations, generating new economic activity in all regions of the state, particularly in rural areas. Eighty percent of the trails are located in rural settings, attracting tourists to previously unvisited areas. Traffic counters and visitor center questionnaires suggest that over 80,000 people explore the Virginia Civil War Trails each year. On average, a visitor spends \$66 per person per day, amounting to more than \$5.2 million each year.

The popularity of the Virginia Civil War Trails has helped build community pride and support for local historic preservation efforts. More than 190 sites featured on the trail had never been interpreted before becoming a part of the Virginia Civil War Trails. Bowman adds, "TE funding played a key role in the development of this program, providing the funds needed to get the ball rolling and put the infrastructure in place. The program is successful today because of TE funding and the partnerships it encourages." The Virginia Civil War Trails project is an excellent example of how a state can use transportation funds to help communities preserve and interpret their past through heritage tourism.

FUNDING

Total Project Cost: \$2,762,790

Federal TE: \$2,210,232

Non-federal Match: \$552,558

CONTACT

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The Halifax Road & Hope Plantation Archaeological Investigation

WINDSOR, NORTH CAROLINA

The Hope Plantation (circa 1803) in Bertie County, North Carolina, was the site of a Transportation Enhancements (TE) funded archeological investigation to determine the influence of transportation on the slave community in the late eighteenth and early nineteenth centuries. The investigation sought to document the road network, locate plantation slave quarters and gain insight into the operation of a plantation during this period of American history. Hope Plantation, listed on the National Register of Historic Places, was the home of David Stone, Governor of North Carolina, between 1808 and 1810.

RELATIONSHIP TO SURFACE TRANSPORTATION

The archeological investigation at the Hope Plantation provided important historic insight into the development and evolution of the early transportation networks in the United States.

During the middle and late eighteenth century, the plantation property was situated at an important crossroads of the east-west Halifax Road and a north-south roadway. The property owner, Zedekiah Stone, Governor David Stone's father, influenced



the creation and modification of the eighteenth century road network in Bertie County. Court documents from the period indicate that Zedekiah (and later his son, David) served on committees responsible for altering and maintaining local roads. It is likely that Zedekiah exerted his entrepreneurial skills by seeking and obtaining permission from the Bertie County Courts to both rework the road running through his property and adapt his residence to serve as a public house for travelers. Court records also reveal that David Stone's slaves (and probably Zedekiah Stone's slaves) labored on the public roads.

ECONOMIC AND COMMUNITY BENEFITS

Approximately 10,000 people visit the Hope Plantation every year to participate in numerous educational programs, catch a glimpse of life in the past and garner a greater appreciation for American heritage. The archaeological investigations have increased attendance by the general public and by school groups. The Hope Plantation has strengthened the regional economy and is part of the Historic Albemarle Region's driving tour. The Historic Hope Foundation, Inc., estimates that for every dollar spent at Hope, nine more dollars are circulated into the regional economy (gas, meals, lodging).



Community involvement was an integral part of the archaeological investigations. Junior high school students from Bertie County worked with professional archaeologists in the documentation and recovery of significant artifacts and structural features related to late eighteenth and early nineteenth century life at Hope Plantation. The information derived from the investigations will enhance the interpretation of the plantation and formulate a history curriculum with the Bertie County school system.

Historic investigations, such as this one at the Hope Plantation, provide opportunities to document and understand our past, thereby strengthening the foundations upon which our present-day communities are built.

FUNDING

Total Project Cost: \$55,000
Federal TE: \$44,000
Non-federal Match: \$11,000

CONTACT

Lisa Briley, Historic Hope Foundation, Inc.,
252-794-3140, www.hopeplantation.org



B&O Railroad Station

OAKLAND, MARYLAND

The small city of Oakland, Maryland, is home to one of the most distinguished historic train depots in the country. The Queen Anne style B&O Railroad Station was built in 1884 with ornate molded brick-work, a circular tower and slate fish-scale shingles. The station was left to weather the elements when regular passenger stops were discontinued in 1971. Realizing the station's potential benefits, Mayor Asa McCain and local community groups raised funds to purchase the building from the CSX Railroad. As the recipient of a 1998 Transportation Enhancements (TE) award for the rehabilitation of the station, Oakland quickly returned the station to its original glory. Today, the restored depot serves as the centerpiece of the city's downtown district, having stimulated significant economic benefits and restored the community's sense of pride.

RELATIONSHIP TO SURFACE TRANSPORTATION

The rail line servicing the B&O Railroad Station provided passenger rail service to Oakland for nearly 100 years and continues to be used for freight transport. Seasonal train tours also use the rail line bringing 400 to 600 visitors into Oakland each year. Mayor McCain reports, "Tourist visits to Oakland have increased 25 percent since April 2001," with "more chartered bus groups visiting each year."

ECONOMIC AND COMMUNITY BENEFITS

There has been a great deal of economic activity in Oakland since the station's October 2000 rededication. With the help of the state and national Main Street programs, Oakland has successfully revitalized its



downtown business area. There are more businesses interested in downtown locations than there is space available. Nearly one quarter of the businesses have received grants to improve their facades—others have made use of historic preservation tax credits. The Oakland Historical Society has refurbished a nearby building for use as a museum, while a seasonal farmer's market is operated on the grounds of a nearby historic estate. A former car dealership is being converted into a small business/artisan incubator. Oakland has also had recent requests to annex properties into the incorporated city limits.

Oakland's growing business community has also attracted national franchises. Many people feared the franchises would bring doom to downtown Oakland, but the healthy business district supported by the Greater Oakland Business Association and



the Main Street program is intact and still growing. In fact, six businesses have indicated record sales months. The state of Maryland recognized Oakland's accomplishments in September 2002 with a Smart Growth Award in the category of Redevelopment and Revitalization.

As the principal component in Oakland's revitalization, the restored station is the crown jewel of the city. Guided tours are offered on weekends; during the week the station hosts various community meetings. With assistance from preservation and community development resources, Oakland built a community park and pavilion just outside the station. The landscaped park attracts nearly 500 residents to the local summer concert series; in the winter, the community gathers for the lighting of the holiday tree located in front of the train station. Period lighting and brick sidewalks enhance the depot and the downtown's historic qualities.

A three-mile bicycle and pedestrian trail links the depot with two low-income communities, thus including everyone in the city's revitalization. Mayor McCain adds, "The station restoration combined with the pedestrian improvements have had a positive impact on the whole community, building self-esteem and community pride." The Oakland B&O Railroad Station project demonstrates that TE funding can have a significant impact on a community of any size, encouraging a wide range of community benefits while preserving its historic transportation past.

FUNDING

Total Project Cost: \$1,311,147

Federal TE: \$653,763

Non-federal Match: \$657,384

CONTACT

Asa McCain, City of Oakland,
301-334-2691, www.oaklandmd.com

Gervais Streetscape

COLUMBIA, SOUTH CAROLINA

When US 1, the first major north-south route of the United States highway system, passes in front of the state capitol building in Columbia, South Carolina, it becomes Gervais Street. In 1984 *National Geographic* magazine published an article on the visual blight associated with commercial development along the length of the US 1 corridor, including a photograph of Gervais Street. At that time Gervais Street was a rundown commercial district with vacant storefronts, abandoned buildings and few pedestrian amenities.

In the decade that followed, local officials developed plans to convert Gervais Street from an eyesore into a landmark boulevard. Private reinvestment in the corridor began to appear in the early 1990s. A 1995 Transportation Enhancements (TE) award, used to rehabilitate the corridor, has encouraged further investment. TE funds paid for the construction of a median, landscaping, new sidewalks, burial of utility lines, installation of street furniture and period lighting.

RELATIONSHIP TO SURFACE TRANSPORTATION

TE funding helped transform the transportation corridor through Columbia into a pedestrian-friendly facility that enhances the travel experience for all. The restructured street improves access and a dedicated left-turn lane means greater pedestrian safety. Transit service is now available in the mixed-use central business district.

ECONOMIC AND COMMUNITY BENEFITS

The corridor has seen significant investment by both the private and public sectors. Private sector investment includes commercial and residential development, a new hotel and restoration of an old four-story car dealership that is now used as a restaurant, residences and office space. Public investment in the corridor includes a new convention center, a children's museum, and a sports arena. It is estimated that more than \$200 million in private and public investment was made in the area between 1997 and 2000. The rehabilitated travel

corridor has revitalized the community, from increased economic development to a safer travel corridor for bicyclists, pedestrians and automobiles.

FUNDING

Total Project Cost: \$5,305,600

Federal TE: \$4,244,480

Non-federal Match: \$1,061,120

TODAY



1984

CONTACT

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North Carolina Transportation Museum

SPENCER, NORTH CAROLINA

While the days of steam locomotives have passed, they are remembered at the North Carolina Transportation Museum (NCTM) in Spencer, North Carolina. The museum is located on the former site of Southern Railway Company's largest steam locomotive servicing facility, Spencer Shops. The NCTM celebrates and interprets the history of all forms of transportation. Exhibits include locomotives, twentieth century automobiles and other transportation related artifacts. Restored steam and diesel locomotives pull museum guests in train coaches on a 25-minute tour of the former Spencer Shops. The museum is one of the most visited attractions in the Rowan County, providing a rare glimpse of transportation history as well as a wealth of benefits to the community.

RELATIONSHIP TO SURFACE TRANSPORTATION

The Southern Railway Company opened the Spencer Shops in 1896. Located roughly halfway between Washington, D.C., and Atlanta, Georgia, the service center was easily accessible to trains traveling throughout the southeastern states. In its heyday, the Spencer Shops employed more than 3,000 people, providing jobs for almost all the workers of Spencer and East Spencer as well as hundreds more from nearby Salisbury. The mid-century arrival of the diesel locomotive reduced the need for the Shops and led to its virtual closure by 1960 in favor of Linwood Yards, a new, more modern facility across the Yadkin River.

Preservationists, legislators and volunteers, keen to protect the historic nature of the site, played a central role in the establishment of the transportation museum. Southern Railway supported the effort by donating

more than 50 acres and several historic structures to the people of North Carolina. Project funding was secured from the Department of Transportation, the Department of Cultural Resources, the state legislature and private citizens and corporations.

More than \$5 million in Transportation Enhancements (TE) funding was used to restore and transform the 1924 Roundhouse, now the centerpiece of the NCTM, into exhibit space and workshop areas where visitors watch craftsmen restore the museum's railroad collections. The 37-bay Roundhouse served as Southern Railway Company's largest steam engine repair facility for more than two decades. The Roundhouse, also a National Historic Landmark, is the country's largest surviving railroad structure of its kind. An additional \$6 million in TE funds is being used to rehabilitate the NCTM's largest train repair building, the Back Shop building. The Back Shop facility

will add classrooms, meeting space and a theater, plus increase exhibit space to better showcase transportation development in North Carolina.

ECONOMIC AND COMMUNITY BENEFITS

In April 2000, Michael A. Kanters, Ph.D., of the North Carolina State University completed an economic impact assessment highlighting the positive impacts of the North Carolina Transportation Museum on the surrounding community. The assessment indicated that the NCTM had generated 132 jobs, including museum staff and those working in service industries such as hotels and restaurants within the community. Further, with more than 100,000 annual visitors (including 20,000 school children), the museum operations contribute \$2.4 million in annual income, \$3.3 million in annual retail spending, and \$2.5 million in service purchase activity in Rowan County each year. While the museum itself offers positive impacts to the county, the assessment suggests, "... as a component in a historic destination package, the museum can (further) accelerate Rowan County's revitalization and economic growth."





Many of the original volunteers at the NCTM were former Southern Railway Company employees or decedents of former employees, thus providing the community with a sense of pride and connectivity to its past. The North Carolina Transportation Museum demonstrates how historic sites and historic preservation projects can offer communities economic benefits through visitor purchases and new jobs created, and social benefits by restoring landmarks and community pride. Transportation Enhancements funds have helped Spencer preserve and benefit from its industrial history, preserving a legacy of learning for generations of North Carolinians.

FUNDING

Total Project Cost: \$11,111,930

Federal TE: \$5,864,000

Non-federal Match: \$5,247,930

CONTACTS

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Centerville Townscape

CENTERVILLE, IOWA

In 1995, the city of Centerville, Iowa, embarked on a project to revitalize its center of business, government, and commerce for a region serving approximately 50,000 people. The entire town square, the Appanoose County Courthouse, and 121 buildings on the perimeter of the square are listed on the National Register of Historic Places.

The Centerville Townscape project was implemented in four phases and included the replacement of sidewalks and streetlights around the perimeter of the square. Transportation Enhancements (TE) funds were used to plant trees, install benches and construct planters. The project was widely supported by the community and received additional funding from the city of Centerville, local merchants, private donations and a Trees Forever grant.

RELATIONSHIP TO SURFACE TRANSPORTATION

The town square serves as the gateway to the town and is an integral part of the pedestrian and vehicular circulation. Prior to implementation of the Centerville Townscape project, the square was not considered pedestrian friendly. There were no clearly defined walkways, no encumbrances to slow vehicular traffic, and many of the sidewalks were in a state of disrepair. The townscape project has addressed all of these issues, making the area more inviting and increasing safety for people who traverse the square on foot.

ECONOMIC AND COMMUNITY BENEFITS

The economic stimulus of this project has been substantial for the town. Since the Centerville Townscape project was set in motion, eight storeowners have revitalized their storefronts, five new businesses have moved in and three existing businesses have expanded.

The town square serves as the venue for many of the town's community events, including Pancake Day, an annual event celebrated in Centerville for the last 50 years. Since the completion of the townscape project, the event has seen

increased revenues and now draws 30,000 visitors — up from 20,000 several years ago.

Community members take pride in their townscape project. Not only have local merchants contributed to the revitalization efforts, but individuals have also donated their time to replace old shrubbery with new flowerbeds at public buildings around the square. Centerville has

demonstrated what a community can accomplish when it unites with a vision for the future.

FUNDING

Total Project Cost: \$84,889

Federal TE: \$67,911

Non-federal Match: \$16,978

CONTACT

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Greenway Trail

MARYVILLE TO ALCOA, TENNESSEE

Located in the scenic foothills of the Great Smoky Mountains of Tennessee, the twin cities of Maryville and Alcoa are attracting an increasing number of visitors, new residents and employers with the picturesque Greenway Trail. The cities have received more than \$1 million in Transportation Enhancements (TE) funding for the construction of the popular trail system. The eight-mile Greenway Trail is a safe, viable method of travel between neighborhoods, schools, businesses and retail areas.

RELATIONSHIP TO SURFACE TRANSPORTATION

What began as a plan for a recreational trail between the cities of Maryville and Alcoa has evolved into an integral transportation system providing residents with a heart-healthy alternative for travel to work, school, recreation areas, shops and restaurants. The Greenway Trail, dotted with benches and historical markers, follows a route around frequent rock outcroppings and across wooden footbridges over Pistol Creek. Additional trail connections run adjacent to places of worship, a new library, the county courthouse and downtown senior housing developments.

ECONOMIC AND COMMUNITY BENEFITS

The Greenway Trail has helped instill a strong sense of community pride. When visitors arrive, the trail is one of the places that residents make a point of showing while touring the area. In addition, property values have increased and are valued highest close to the trail.

The trail has encouraged major corporations to relocate to Maryville. After considering several cities, Ruby Tuesday, Inc. moved its Restaurant Support Center to a site adjacent to the trail. Chairman and CEO Samuel E. Beall, III, stated, "I was very impressed with the beauty of the park, which helps provide a sense of community to this area, as well as the many benefits it provides to our more than 300 employees."

In recognition of the many health, educational, and travel benefits the Greenway Trail offers, Blount Memorial Hospital, Alcoa, Inc., and other businesses have contributed more than \$300,000 worth of funds and easements to enhance the trail.

Mayor Steve West and his family, avid supporters of the trail system, donated \$300,000 towards the construction of an outdoor theater encircled by the trail system; many attendees use the trail for transportation to events. The theater hosts local school groups, dance studios and theater groups, as well as nationally known recording artists. The Theater in the Park and the Greenway Trail also host the Foothills Fall Festival. Approximately 140,000 people attend the annual event, enjoying activities, arts and crafts booths and food vendors that line the trail.

Support for the Greenway Trail system has remained strong. Citizens have requested more trails and increased connections to the main



branch of the Greenway. Both cities have submitted applications for additional TE trail funding, including connections to a low-income community in Alcoa. The community has expressed a clear interest in linking neighborhoods to the greenway and establishing safer routes to schools and recreation areas.

The trail has had many positive effects on the citizens of Maryville and Alcoa. It provides safe travel routes and opportunities for recreation and exercise. Dr. Mike Dalton, Director of Maryville City Schools, reports, "The schools all use this trail system as a part of their physical education programs, teaching walking and jogging skills that can provide lifelong health benefits." In addition, the trail has become a natural classroom for study units on nature and ecology. Dr. Dalton suggests, "This interaction with the natural environment provides a stronger learning environment and leads to the development of adults who will lead efforts to maintain a healthy environment for the future."

FUNDING

Total Project Cost: \$2,979,020
Federal TE: \$1,681,000
Non-federal Match: \$1,298,020

CONTACTS

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TE Glossary

Americans with Disabilities Act of 1990 (ADA) — Federal law that requires accessible public transportation services for persons with disabilities. ADA also pertains to facilities along highways, trails, sidewalks and other public settings.

Brooks Act — Legislation that requires engineering and design consultant contracts funded with federal funds to use qualification-based selection procedures which disallow price as a factor in the selection process.

Categorical Exclusion (CE) — A technical exclusion for projects that do not result in significant environmental effects; such projects are not required to prepare environmental assessments or environmental impact statements.

Davis-Bacon Act — Federal law that requires the minimum prevailing wage to be paid to all workers on federal-aid highway projects that exceed \$2,000. This requirement does not apply to certain Transportation Enhancements projects.

Eligibility — The criteria established by the FHWA by which a project qualifies for Transportation Enhancements funding. In determining eligibility, the FHWA has stipulated that a project must be one or more of the twelve Transportation Enhancements activities, and be related to surface transportation. States may have additional eligibility requirements.

Federal Share — The portion of the project cost funded by the federal government. These federal funds are normally matched with state and/or local government funds. The federal share is 80 percent for most projects.

In-Kind Contributions — Allowable (chargeable) costs of a project contributed by other government entities or private parties, and including donations of cash, real property, materials and (voluntary) contribution of professional services and labor.

Matching Funding (Non-federal Funding Share) — The percentage of non-federal funds required for almost all TEA-21 programs on a project-by-project basis to match a federal contribution. The standard ratio is a 20 percent match from state and local sources.

National Environmental Policy Act (NEPA) — Federal law that requires every federal agency to prepare a detailed report evaluating environmental impacts and alternatives to a proposed action.

National Historic Preservation Act of 1966 (NHPA), Section 106 — This section requires federal agencies to consider the potential effects of a project on a property that is listed in, or eligible for, the National Register of Historic Places.

Right-of-Way (ROW) — A linear corridor of land such as used for transportation or other facilities such as highways, roads, streets, railroads, trails, light-rail and utilities.

Section 4(f) of the U.S. Department of Transportation Act — Section 4(f) resources consist of publicly owned parks, recreation areas, wildlife and waterfowl refuges, and national, state or local historic sites. Section 4(f) land cannot be used for U.S. DOT-funded projects unless it is determined that no feasible and prudent alternative exists.

Soft Match — The value of activities outside the project scope but directly related to the project which are credited toward the non-federal share of a project.

Sponsor — One or more individuals, partnerships, associations, private corporations or public authorities recommending a particular project and committed to its development, implementation, construction, maintenance, management and financing. In most states, a Transportation Enhancements project sponsor must be a public entity with tax-bearing authority.

Surface Transportation — All elements of the intermodal transportation system including water transport. TE funds cannot be used for military or aviation related projects.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended — Federal law that provides procedural and other requirements in the acquisition of real property and provides for relocation payments and advisory assistance in the relocation of persons and businesses impacted by federal or federally-assisted projects.

Web Resources

Federal Highway Administration

For information on the Transportation Enhancements program, including definitions of allowable activities, federal guidance and project eligibility guidelines. www.fhwa.dot.gov/environment/te.htm

National Transportation Enhancements Clearinghouse

For information on the Transportation Enhancements program, including contact information for state and federal TE program managers, state bicycle and pedestrian coordinators, state historic preservation officers and recreational trails program managers. Over 50 publications available for download or e-mail order including the quarterly TE newsletter *Connections*. www.enhancements.org

National Association of Service and Conservation Corps

Federal TE guidance stresses the use of youth conservation corps in the development of TE projects. This web site will connect you with Corps in your area. www.nascc.org

Rails-to-Trails Conservancy

For information on the preservation of unused railroad corridors and their conversion to trails. The site includes links to downloadable reports and various technical assistance briefs. www.railtrails.org

National Trust for Historic Preservation

For information on various aspects of the historic preservation work that pertains to the use of TE funds. www.nthp.org

Scenic America

For information pertaining to scenic easements and billboard removal. www.scenic.org

Pedestrian and Bicycle Information Center

Provides information about pedestrian and bicycle issues, including health and safety, engineering, advocacy, education, enforcement, access and mobility. www.pedbikeinfo.org



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